

The Hongkong Telegraph.

No. 3264

WEDNESDAY, OCTOBER 5, 1892.

SIX DOLLARS
PER QUARTER

BANKS.
THE NATIONAL BANK OF CHINA,
LIMITED.
Authorized Capital \$1,000,000
Subscribed Capital 2,500,000
HEAD OFFICE—HONGKONG.
Court of Directors:—
D. Gillies, Esq. ChowTungShang, Esq.
Chan Kit Shan, Esq. W. Wotton, Esq.
C. J. Hunt, Esq. Kwan Ho Chuen, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.
ADVISORY COMMITTEE IN LONDON:—
THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART WORTLEY, Q.C., M.P.
GEO. MINRO, Manager.

BANKERS.
Paris Banking Co., and The Alliance Bank (Ld.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.
CURRENT ACCOUNTS opened. Money
received on Deposit. Drafts issued. Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.
Interest for 12 months Fixed, 5 per Cent.
6 " " 4 "
CURRENT ACCOUNTS " 2 "
For Rates of Interest for other periods apply
to the Manager.
Hongkong, 18th May, 1892. [R.]

NEW-ORIENTAL BANK CORPORATION,
LIMITED,
(IN LIQUIDATION).
NOTICE TO CREDITORS.
CLAIMS on the HONGKONG BRANCH
must be sent to the Undersigned.
Forms may be had on application.
E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 24th August, 1892. [846]

PHARMACEUTICS.
THE FUNDS
OF THE
STANDARD LIFE OFFICE
ARE invested entirely within the British
Dominions and are thus free from the
complications which might arise in time of war.
They now amount to Seven Millions Sterling,
and have increased 50 per cent. in the last 15
years.
DODWELL, CARLILL & Co.,
Agents, Hongkong.

THE SINGAPORE INSURANCE
COMPANY, LIMITED.
APPLICATIONS for the post of SECRETARY
which will be VACANT towards the end
of the year, are invited. A thorough practical
knowledge of FIRE and MARINE Business is
necessary.
Singapore, 14th July, 1892. [773]

THE SUN LIFE ASSURANCE COMPANY
OF CANADA
ASSETS OVER \$1,000,000.
Policies absolutely non-forfeitable.
No restrictions as to Residence or Travelling.
Rates of premium low.
Policies issued on all approved Forms.
For further particulars apply to

DOUGLAS LAPRAIK & Co.,
Agents for Hongkong.

27th August, 1892. [857]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000.
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
etc. Policies granted to all Parts of the world
payable at any of its Agencies,
WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1892. [149]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000, } \$15,333.33.
EQUAL TO \$316,000.00.
RESERVE FUND \$316,000.00.

BOARD OF DIRECTORS.
LIM SING, Esq. LO YUEN MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, etc., taken
at CURRENT RATES in all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1892. [146]

NOTICE.
JYE'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JYE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to any
purchaser, at Wholesale Prices. Extra Special
terms for Shipping and large Orders.
Sir ROMANT RAWLINS, C.B., C.E., Civil
Engineer, Local Government Board,
India, says,
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Building,
Hongkong, 14th June, 1892. [858]

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the NINETEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS of the SOCIETY will be held at its Head Office, Hongkong, on MONDAY, the 10th October next, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1891, and for the Half-year ending the 10th June, 1892.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board,

N. J. EDE,
Secretary.

Hongkong, 16th September, 1892. [958]

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for EXTERNAL and INTERNAL PAINTING, WHITE-WASHING, etc., and WORKS in connection therewith at WELLINGTON BARRACKS, in the Hongkong District.

Persons desirous to Tender for the execution of these Works must leave their Names with the SURVEYOR at the ROYAL ENGINEER OFFICE, Queen's Road East, on or before the 15th day of October, 1892. Bills of Quantities, with Form of Tender, will be issued to each candidate.

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

W. H. MULLOVY,
Colonel on the Staff,
Commanding Royal Engineer, China.

Royal Engineer Office,
Hongkong, 30th September, 1892. [979]

NOTICE TO MARINERS.

No. 260.

CHINA SEA.

CHEFOO DISTRICT.

NORTH-EAST SHANTUNG PROMONTORY LIGHTHOUSE.

REFERRING to NOTICE to MARINERS, No. 254, dated the 12th April, 1892: Notice is hereby given that on the 25th instant, the Light at this Station was altered from a fixed to an Oscillating Light, showing thirteen seconds of light followed by two seconds of eclipse every quarter of a minute.

By Order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th September, 1892. [955]

TAKLEMA COLLIERIES COMPANY,

MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AAKAI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or Trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

AKAIKI COAL ex S.S. "SIKH" may be expected here on the 3rd proxima.

CHEE ON & Co.,
Sole Agents,

Nos. 21 & 22, Lee Yuen Street, East,
Hongkong, 26th September, 1892. [933]

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOPO-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines:

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,

Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central,

Hongkong, 26th August, 1892. [855]

KING WO CHEONG.

COAL MERCHANTS, SHIPS' COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of AAKAI COAL, ex S.S. "BENGLOE".

M. J. W. BOYD, Superintendent at Kowloon Docks, reports that AAKAI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to KING WO CHEONG,
No. 32, Praya Central,

Hongkong, 16th September, 1892. [731]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been proposed to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who call their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quotations supplied.

BEST of weight, size, &c.

MITSUBUSSAN KAISHA,

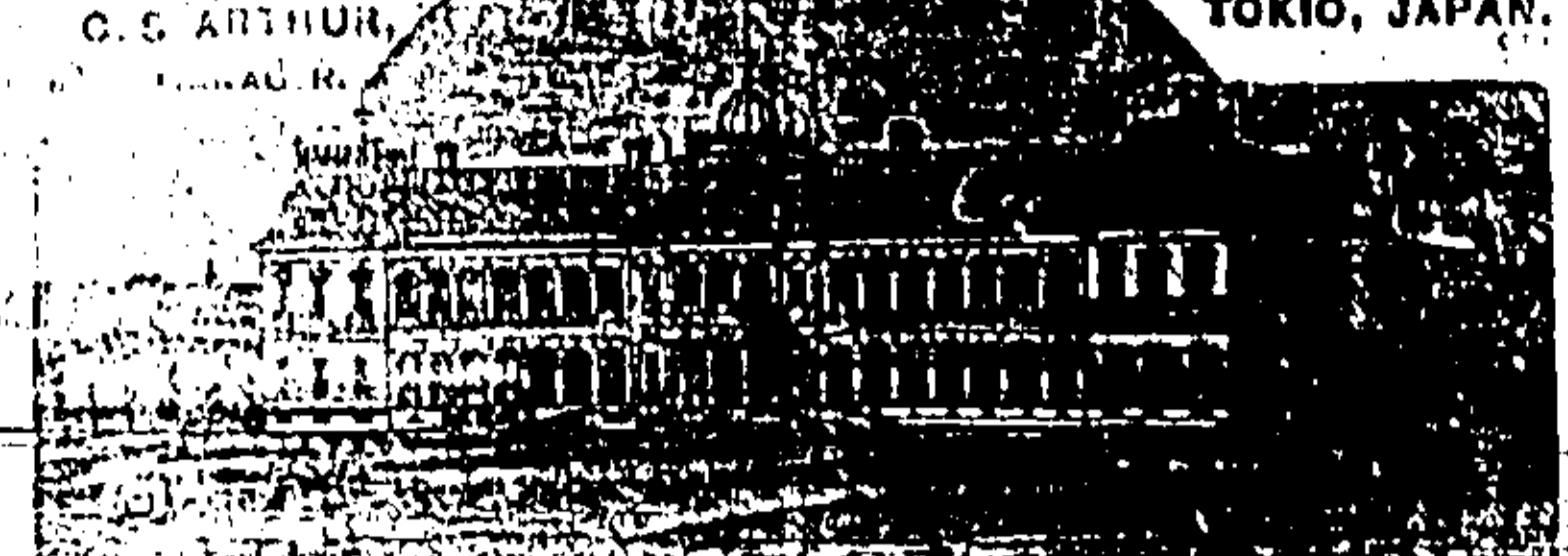
Sole Agents,

Hongkong, 16th September, 1892. [959]

Intimations.

Intimations.

THE IMPERIAL HOTEL LTD.



TOKIO, JAPAN.

C. G. ARTHUR,
MANAGER.

1892.

166.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations.

The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

LANE, CRAWFORD & CO.

HAVE RECEIVED EX "GLENESK,"

LETTS'S DIARIES

FOR

1893.

THE IMPERIAL HOTEL LTD.

HONGKONG TRADING CO.

WE ARE NOW SHOWING OUR FIRST DELIVERY OF

FLANNELS AND BLANKETS,

(BOUGHT AT SUMMER PRICES.)

100 PAIRS BLANKETS, AT \$6.50 PER PAIR.

HONGKONG TRADING COMPANY,

Nos. 1, 3, 5, & 7, D'Aguilar Street.

Hongkong, 3rd October, 1892. [957]

W. BREWER.

GOOD AND POPULAR WORKS AT 90 CENTS EACH.

MRS. HUMPHREY WARD—Robert

Elmner, David Grecce.

Marion Crawford—Roman Slinger, Doctor Claudio, Zoroaster, Mr. Isaac, Witch of Prague,

Paul Patoff, Tale of a Lonely Parish, Martin's Crucifix.

Mitford—Tales of Old Japan.

Wallace—Malay Archipelago.

Dilke—Imperial Defence.

Boldwood—Colonial Reformer, Robbery under Arms, Miners' Rights, Nevermore.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 21st September, 1892. [612]

W. POWELL & CO.

JUST RECEIVED.

FIRST DELIVERIES OF

AUTUMN & WINTER
DRESS MATERIALS.

HIGH-CLASS MILLINERY AND DRESSMAKING.

W. POWELL & CO.

Hongkong, 1st October, 1892. [613]

KELLY & WALSH, LTD.

INDIAN CLUBS, Assorted sizes.

DUMB BELLS, Assorted sizes.

FOOTBALLS.

TENNIS RACQUETS.

TENNIS BALLS.

Invitations.

VICTORIA DISPENSARY.

COD LIVER OIL JELLY.
This is a sweet and exceedingly palatable jelly easily relished and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 50 per cent. of the purest Cod Liver Oil, all its taste and flavour is entirely covered.

In glass jars at 75 Cents.

COD LIVER OIL EMULSION.
A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, 81.00.

COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (Lime and Soda).

A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, \$1.00. Per dozen, \$10.00.

BALSAM OF ANISEED AND LIQUORICE.
For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.

In bottles, 50 Cents and \$1.00.

BALSAMIC COUGH LOZENGES.

A never failing remedy for Coughs.

In bottles, 50 Cents.

SIR R. MARTIN'S MIXTURE.

The remedy for Influenza, Cold in the Head, Hay Fever, Catarrh. Prepared from a prescription of Sir R. Martin. 50 Cents and \$1.00.

DAKIN, CRUCKSHANK & CO., LTD.

Hongkong, 4th October, 1892. [30]

A. S. WATSON & CO., LTD.

SEEDS.

WE have received ex S. S. ROSETTA our first shipment for this Season of VEGETABLE AND FLOWER SEEDS, and are now prepared to execute orders promptly.

CATALOGUES containing numbers and names of Seeds with HINTS FOR GARDENING and other useful information, will be sent post free to any address on application.

Orders from one person \$5.00 to \$10.00, 25 per cent. discount allowed, over \$10.00, an extra 5 per cent. discount allowed.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for 33c in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each., \$1.50.

28 lbs. \$4.00.

NOT Special quotations for large quantities.

RANSOME'S NEW PARIS LAWN MOWERS.

\$1.00 each.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 14th September, 1892.

BIRTH.

On the 5th instant, at No. 7, Seymour Terrace, Hongkong, the wife of Capt. F. D. GODDARD, Douglas S. S. Co.'s steamer *Haltan*, of a son.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 5, 1892.

TELEGRAMS.

THE FRANCO-RUSSIAN ALLIANCE DENIED.

LONDON, September 17th.
The statement made that an offensive and defensive alliance between France and Russia had been signed, is positively denied at St. Petersburg.

RUSSIA AND THE PAMIRS.

It is stated at St. Petersburg that Colonel Yanoff has been ordered to withdraw to Ferghana immediately.

A VACANCY IN THE SACRED COLLEGE.
The death of Cardinal Howard is announced.

CANADA AND RUSSIA.

September 26th.

A request has been made by the Canadian Government that a British man-of-war, now on the way to Vladivostock, may be directed to enquire into the recent seizure of Canadian sealing vessels by a Russian cruiser.

LATEST TELEGRAMS.

RUSSIA ON THE SCIENCE RACKET.

LONDON, October 3rd.
A Russian scientific expedition is about to start on a two-year's journey of exploration in Eastern Tibet.

OUR NEW MINISTER.

Mr. N. R. O'Conor, the new British Minister to China, has left England for Pekin. [Mr. O'Conor left Marseilles on October 1 and the Messageries Maritimes Co.'s steamer *Natal*. —Ed. *Telegraph*.]

SIR JOHN WALSHAM AND THE TRANSIT PASS QUESTION.

We are in receipt of telegraphic information to the effect that Sir John Walsham has left

Pekin and may be expected in Hongkong by next English mail steamer from Shanghai. His Excellency's special mission to the south of China, before he leaves for England, is to arrange with Vicerey Li Han-chang the difficulties that have lately arisen in the Two Kwang provinces in consequence of the high-handed action of the Lekin authorities in seizing kerosene and other goods shipped into the interior under transit passes by British merchants in Canton.

LOCAL AND GENERAL.

A SORT of opium is obtained from the common laurel.

The P. & O. S. N. Co.'s steamer *Titan* left Bombay yesterday for this port.

It is stated that the mines of the world produce twenty-five tons of gold every week.

An American paper remarks that the biggest sponges in the world are found at the free lunch counters.

On the 18th September the steamer *Sunda* brought back five hundred pilgrims from Mecca to Batavia.

It is reported that Governor Sir Cecil Smith lost the whole of his orders and decorations when the steam-pinnace capsized in the Kinta river on September 22nd.

Mr. D. E. Brown, the general passenger and freight manager of the Canadian Pacific Railway Steamship Company, left Hongkong by French mail to-day for Singapore and India.

DAKIN, CRUCKSHANK & CO., LTD.

Hongkong, 4th October, 1892. [30]

The P. & O. S. N. Co.'s steamer *Bombay* left Singapore for this port at 8 a.m. to-day.

Six million dollars are invested in the manufacture of dynamite in the United States.

The Canadian Government have decided to abolish all lotteries in the province of Quebec.

Miss Hobbs—I'm going to marry Mr. Jiggle.

Slobby—Humph! He never did have much luck!

The British ironclad *Vulcan* is provided with a rudder weighing 22 tons which is about six tons heavier than the rudder used on the *Great Eastern*.

It is proposed, says the *Chicago Economist*, to turn \$2,000,000 of the Chicago First National Bank's surplus and profits into capital account.

The institutions then will have as large a capital stock as any national bank in the United States—\$5,000,000—and there will be but three with that amount. There are some private concerns which exceed this sum in their capitalization—for example, Drexel, Morgan & Co., who are capitalized at \$16,000,000. The increase of the capital to \$5,000,000 would give the depositors an enormous amount of security under the double liability provision of the law. It would be in marked contrast with the security offered by what is in some respects the most famous of New York banks, the Chemical National, which has a capital stock of only \$300,000 and \$300,000 of deposits.

The following paragraph from the able pen of the *Sydney Bulletin*'s "Wild Cat" expert is instructive reading:—

Australian bank-broking cliche:—"O.P.Q. the Geelong Bank, which gives 1 per cent. on current deposits and 30 per cent. on fixed deposits, O.P.Q. form the Snell Finance Co., P.Q.O., the Snell Mortgage Co., P.Q.O., the Rump Investment Co., Q.P.Q., the Bluff Trust Co., Q.P.Q., the General Accommodation Co."

"Fifteen two, fifteen four, a pair, and six are a dozen." The Snell Finance Co. applies to the Geelong Bank for a loan of £10,000, giving security on the Rump, Bluff, and G. A. companies. "Most happy," says Geelong. The Snell Finance Co. then pays this borrowed £10,000 back into the Geelong Bank, but to the credit of the Snell Mortgage Co. Then it comes again for another £10,000. "Must have a special security," says the Geelong manager, solemnly. "Why, certainly," replies the Snell manager. "The Snell Mortgage Co. will guarantee us." "Right," says the Geelong official, "the Snell Co. has a deposit with us of £30,000, and, doubtless, it has equally large transactions elsewhere." Thus the Snell Co. has got £30,000 to operate on, and the Snell Co. £30,000. Then both these companies together guarantee the Rump Investment Co. for £30,000; these three become security for the Bluff Trust Co. for a like amount; and the four similarly vouch for the General Accommodation Co. Now, all things are lovely and "christianizes joyously. There are £180,000 of hard cash, paid in by the public, to be divided between—O.P.Q., O.P.Q., P.Q.Q., P.Q.Q., Q.P.Q., and Q.P.Q.—£30,000 to each "firm," and £60,000 to each man. The hard bullion disappears to that extent; each of the "directors," according to the bulging of their cheek, goes secretly for a personal overdraft, giving as his security his "shares" in all these companies, and may the devil take the hindmost until one fine morning the Geelong Bank closes its doors and the promoters go a-yachting.

Deacon Snodgrass—Will you join us, Mr. Deacon, in singing "Old Hundred"?

Mr. Bass—I would like to oblige you, Deacon, if I knew it. I can sing you "The Ninety and Nine," that's the nearest I can come to it.

The British (Chinese-owned) steamer *Nam Yung*, and three others who were arrested in connection with the opium found on board that vessel, were to be tried at Penang on September 26th.

The British (Chinese-owned) steamer *Nam Yung*, which was arrested the other day at Penang for opium smuggling, was released on a bond of \$50,000. She arrived here this forenoon.

"PUCK" defines the power of the Press.—"How did you know so quickly that he is a reporter?"

"Because he is acting in such a patronizing way toward all the great men who are here."

We observe from a London service paper that Mr. J. Douglas Ross, R.N.R., well-known in Hongkong as captain of the Chinese Revenue cutter *Lihin*, distinguished himself during the late naval manoeuvres, acting as Lieutenant on board one of the squadron.

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The London Gazette of August 20th announces that Mr. Thomas Waiters has been appointed British consul at Foochow. Our fellow subjects in Foochow are to be consigned with—These in Canton are to be heartily congratulated.

"SMALL sins cause great sorrows," muttered Smelting Whoober to his chum The O'Hooligan McDowell, after a careful perusal of the *Telegraph*. "Yes, old man, that's true; but we got the \$10 piece," cheerfully responded The O'Hooligan.

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new directions. So far, I fear the proportion of the precious metal has been found to be small, but in a country where it is found over such a wide area, surely some day a lucky individual will hit upon a rich reward! I do not know much about the West Coast, but I do know that there is hardly a river running east in which some traces of gold may not be found.—*Singapore Free Press Cor.*

CHINAN-FU.

(FROM OUR OWN CORRESPONDENT.)

September 14th.

The Yellow River has broken loose again. Fourteen districts at least have suffered. Twenty miles N.E. of the city a break, one-third of a mile long, is reported, through which seven-tenths of the river's water is pouring. The other three-tenths are for the most part spreading over the country through a break in the north bank, about fifty miles from this city, leaving the original channel without water. This same thing happened six or seven years ago, when one of our Chinan-fu missionaries crossed the channel of the river before it was dry. The break, twenty miles from here, is at a place called Sa-kou, on the south bank of the river. From this break the water finds its way to the sea through the districts of Chang-chin, Chai-tung, Ching-ching, Ch'ang-shan, Cheo-ping, and Pei-shing, and perhaps others. The districts first named suffer most heavily. In conversation yesterday with a former magistrate of Chai-tung district, he stated that 90 per cent. of that district was under water. He estimated that part of Chang-chin north of the hills, to be 50 per cent. under water. From the break to the sea is certainly not less than 150 miles.

Painful with the Yellow River on the south is a small stream known as the Hsiao Ching-ho. At its mouth is the small port, Yang-chia-ko, where the little steamer, the *Kuang-chi*, owned by his Excellency Sheng Taotai, formerly of Cheo-ping, terminates its route along the southern shore of the Gulf of Pechili. At the beginning of the present year a large force of men, numbering at one time as high as fifty thousand, were put to work on this stream to widen, deepen, and straighten its channel, the idea being to make a canal of it suitable for the passage of house-boats and small junks from the seaboard to the capital, Chinan-fu. In this way it was hoped that Chinan-fu, with her large commerce, would find better connection with the outside world—than through the Grand Canal (which is two days overland journey from here), and its devout route to Tientsin. Already 200,000 taels had been spent on this work, and Sheng Taotai had sent a little steam-launch to help in the work of opening up commerce. In a year or two more we hope to hear the welcome toot of a whale in this remote region, for the canal was half finished. Also the Yellow River has gotten as much as it can of itself into the little canal, and another 200,000 taels are as good as thrown away. By the way, it is stated that the money used in building the canal and an equal amount still unexpended were contributed by benevolent individuals, mostly in Kiangsu and Fukien provinces, for the relief of the Shantung Famine sufferers of three years ago. Why it was not spent for that purpose does not appear.

On the north of the river the vagrant waters are now overrunning the channel of a small river flowing into the sea. The district to suffer most severely is Chia-ying, 70 per cent. of which is said to be under water. Hsien-ching, Chien-hwa, Hsien-ting, Yang-hsin, Hsien-ho, all in Wu-ting-gu, also suffer. My informant, referred to above, says that there are not less than a million people who have no food to eat. What the most of them will do until wheat harvest, if the fifth month of next year, none can say. Will the Government adequately help them? We can hardly hope so, judging by the history of the past. That the foreigners will feel a call to do so—having scarcely more than closed up the accounts of the Famine Relief work of three years ago—a extremely doubtful. And yet the awful fact faces the Christian world and 19th century civilization that hundreds of thousands of poor human beings are starving to death almost before our eyes.

According to all accounts the devastation is frightful. At the time of the break the river was between four and five feet higher than it is ordinarily at flood time. Imagine if you can—a stream of water 15 feet deep and one third of a mile wide breaking loose in your neighbour-wood. Of course the water quickly spreads in all directions, but more to the villages that are near the break or are in the line of the current. The poor wretches climb to the tops of their houses, their clothes and little ones about them, but they are scarcely up on the roof before their miserable mud dwellings crumble beneath them and they are lost. The world is horrified at a Johnstonian disaster. And rightly too. It is a terrible thing to see 2,500 people carried off at one stroke. From the accounts which come to this city, the loss of life at Johnston's falls before this disaster. In one town alone of 5,000 families, it is said that half the population perished. The American Presbyterians, the English Baptists, and probably the English Methodists, have many converts in the flooded regions and our sympathies are largely drawn upon.—*Shantung Mercury.*

COLLISIONS IN FOG.

Fog at sea will always be an element of extreme danger to navigation. Sailing vessels particularly are exposed to it because of inability to control their movements as quickly as steamers. This is given greater emphasis when, to the danger that naturally exists from this condition, there is added the possibility of destruction to the vessel should a collision happen and the colliding vessel be a steamer, particularly one of high speed. The principle seems to be in favor with many steamship masters that in case of impending collision it is better if possible to have the attacking party and go head on at full speed. This may result in the utter destruction of the other vessel, intended possibly with loss of life, but it is contended that it is the safest course for a steamer to follow in cases where collision cannot be avoided. This while apparently increasing the chances of serious disaster to the sailing vessel, should the rule be followed in all cases, means quite as much to the steamer, whether passenger or freight carrier. If, for instance, two of the former should collide in a fog, both masters attempting to carry out the principle of striving to be the first one to deal the other a swift blow in order to save his own ship from serious accident, what would be the probable result? It is a mere matter of conjecture as to how the two vessels would come out of the scrape. But it is more than probable that great loss of life would ensue, together with the loss of one or both of the steamers.

The carrying out of this principle of giving the first blow seems a comparatively easy solution of a collision when the colliding craft are a steamer and a sailing vessel. But reverse the order and bring steamer to steamer together under the same conditions and it becomes a much more serious matter for both of the vessels. It is to be doubted whether under these conditions shipowners are quite as willing to follow the rule with great strictness. Their antagonist being as formidable as themselves it may not be looked upon as altogether the safest plan for either of them. The sailing vessel perhaps is not

entitled to quite as much respect, and being of somewhat lighter calibre the cutting in two of a few of them may not be considered a matter of much consequence. Whether or not anything of this kind exists in the minds of steamship masters, there has been nevertheless a lamentable number of collisions between steamers and sailing vessels both in fair weather and times of fog. When a rational system of fog signals shall have been adopted, we may hope that this plan with steamers of driving to get the first chance to knock each other out, as to speak, will cease.

—*N. Y. Maritime Register.*

NEWS AND GOSSIP.

Mansion House Street, in the city of London, is reputed to be the shortest street in the world. It is only a few yards in length.

A Cape Town telegraph says it is understood that Dr. Edington has succeeded in discovering the microbe of African horse sickness.

Laubruche says that Mr. Chamberlain will end his career in a lunatic asylum. Chamberlain retorts that Mr. Laubruche started out from one.

The date for the Papal consistory has been fixed for the end of November. Four Italian, three French and two other Cardinals will be appointed.

The large North Western Hotel in Liverpool has been deprived of its liquor license for having violated the excise regulations. The violation was unapplied.

Technical schools have been established at Ringsend, Ireland, for fishermen, by Lord Pembroke, who is one of the large property-owners in the Emerald Isle.

The "hot-water fountains" which the Municipal Council of Paris determined last year to establish, have made a practical commencement on the Boulevard St. Germain.

Charles Dickens wrote to an English paper that the originals of his father's admirable characters, the "Brothers Cheeryble," were the Brothers Grant, manufacturers and merchants in Manchester.

The German telegraph service has adopted copper-brass wires, and is replacing all its iron and steel wires by the new metal, which is used of a small diameter and weighs about 180 pounds to the mile.

A "steeple jack" working on a chimney in England was killed recently by a shear fall of 200 feet. He alighted on a heap of stones and bricks at the foot of a crowd that was watching him and a companion.

Three Roman gravers were found by workmen near H-geau, in Alsace, a short time ago, in good condition. Each grave contained a Roman warrior's skeleton, his arms and many Roman coins.

An ingenious Frenchman has invented a contrivance for removing the hair by machinery. It is said that it operates with as great precision as Dr. Guillotin's and does not remove so much of the man with the hair.

An index to the London *Times* is issued periodically by a person not connected with the establishment. This work is praised or condemned by that journal the same as though it had to do with any other matter.

M. Larsen, a wealthy Danish banker, so strikingly resembled the Czar of Russia that he has got himself into an insane hospital. He came to imagine that he was really the Czar, and fear of assassination unseated his mind.

Dr. Patischoff, of Moscow, has been experimenting upon a cancer cure, based upon a course of sulphuric baths; and is convinced that he has hit upon a remedy. He is to communicate with the French Academy of Medicine about it.

The best plea for an insolvent tradesman to fire at the court now is that he has been ruined by unsuccessful blacklegging. The court almost always sides with the master and the morning paper fall down at his master's feet, and remark that he ultimately had to give in to the "union" tariff, and financially collapsed having lost everything in his effort to do his little share in helping along the commercial progress of the colony."

When a big land-company sells the white elephant of the concern, and accepts shares as principal payment, and then, gravely credits itself at par with the transaction (white-elephant stock meanwhile standing at say one-third of its face-value), we cry: "When, oh when, oh Lord! are State auditors to be appointed?"

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Consequent on the fall of silver-large-mines in America have shut down, and the silver-production has fallen enormously. The cessation of production at Broken Hill will have its effect soon; nevertheless the price of silver continues to decline, demonstrating how absolutely artificial its value has been hitherto.

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The Share Market.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Revenue*, with the outward English mail, left Singapore on the 4th instant at 1 p.m., and may be expected here on the 9th.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco, leaves Yokohama on the 6th instant, and may be expected here on the 11th.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port, the 27th ultimo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong on the 3rd instant.

STEAMERS EXPECTED.

The Navigazione Generale Italiana steamer *Bisagno* left Bombay on the 17th ultimo, and may be expected here to-day.

The China Shipping Mutual S. N. Co.'s steamer *Prinses*, from London and Liverpool, left Singapore on the 30th ultimo, and may be expected here to-morrow.

The Ocean Steamship Co.'s steamer *Agamemnon* left Singapore on the 30th ultimo, and is due here to-morrow.

The Ocean Steamship Co.'s steamer *Prism* left Singapore on the 2nd instant, and is expected here on the 7th.

The Northern Pacific Steamship Co.'s steamer *Para Noma*, from Tacoma, left Yokohama on the 3rd instant, and may be expected here on the 8th.

The steamer *Tartar* left Singapore on the 4th instant, and may be expected here on the 10th.

The P. & O. S. N. Co.'s steamer *Bowdoin*, London, left Bombay on the 23rd ultimo, and may be expected here on the 11th instant.

Shipping.

ARRIVALS.

MALACCA, British steamer, 2,615, P. W. Case, 4th Oct.—Shanghai 30th Sept., General—P. & O. S. N. Co.

CALEDONIAN, French steamer, 2,632, Flaudin 4th Oct.—Marseille 4th Sept., Singapore 28th, and Saigon 1st October, Mails and General—General—Messageries Maritimes.

CONTINENTAL, Dutch steamer, 671, C. Schell, 4th October—Hollo 29th Sept., Sugar—Butterfield & Swire.

ELSE, German steamer, 747, Christensen, 4th October—Hollo 29th Sept., Sugar—Butterfield & Swire.

KWANTUNG, Chinese steamer, 1,504, R. Lincoln 5th Oct.—Shanghai 1st Oct., General—C. M. S. N. Co.

FREJER, Danish steamer, 307, C. L. Strand, 5th Oct., Pahoa 1st October, and Hothow 3rd, General—Arnold, Karberg & Co.

TAISAN, British steamer, 1,651, H. W. Hogg 5th Oct.—Canton 5th October, General—Jardine, Matheson & Co.

LYKE-MOON, German steamer, 1,238, G. Heuermann, 5th Oct.—Canton 5th October, General—Stemmen & Co.

MATSUMISHIMA, Japanese battleship, 5,420, Capt. Sameshima, 5th October—from Singapore.

NAVYONG, British steamer, 914, W. Smith, 5th October—Penang, and Singapore 28th Sept., General—Bun Moh.

PALLAS, British cruiser, 2,501, Captain Angus MacLeod, 5th October—Hakodate 28th Sept., and Yokohama 1st October.

TAILKE, German steamer, 818, Calander, 1st Oct.—Kobe 25th Sept., Coals—Meyer & Co.

SEAHORSE, British steamer, 845, E. F. Stovell, 3rd Oct.—Bangkok 28th Oct., General—Kien Yee Loong.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil—Reuter, Brockelman & Co.

ALTAIR, British bark, 300, R. Davies, 24th Sept.—Treasia 13th Sept., Beans—Butterfield & Swire.

BELLE OF BATT, American ship, 1,347, F. M. Blethen, 27th June—New York 8th March Petroleum—Jardine, Matheson & Co.

CHARON-WATTANA, Siamese bark, 656, J. Koch, 12th Sept.—Bangkok 27th August, Wood—Chinese.

CONSTANCE, British ship, 1,506, Lingley, 18th August—New York 12th August, Petroleum—Order.

ELKE, German ship, 1,375, H. Bremer, 15th August—New York 4th April, Petroleum—Arnold, Karberg & Co.

ESK, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.) 3rd July, Coals—Geo. R. Stevens.

HEINRICH, German barque, 923, Henne, 2nd July—Singapore 10th July, Timber—Chinese.

ISAAC REED, American ship, 1,450, F. D. Walde, 14th August—New York 4th April, Kerosene Oil—Reuter, Brockelman & Co.

JERRANDA, German bark, 853, A. Oeselmann, 21st Sept.—Hamburg 20th April, General—Arnold, Karberg & Co.

J. V. KOBINS, British schooner, 175, Crosby, 11th Sept.—New York 10th May, Petroleum—Order.

NAM-CHUEN-SHING, Chinese schooner, 300, Luk Tai-long 24th August—Yee-on 11th Aug., Timber—Yang Kee.

PENHAW, British bark, 727, W. Jod, 2nd Oct.—Calang 21st August, and Canaga 10th Sept., Timber—Gibb, Livingston & Co.

CHARLES PARSONS, American bark, 1,116, W. F. Thordike, 20th August—Shanghai 20th July—Ballast—Arnold, Karberg & Co.

SACHEM, American ship, 1,350, Wm. H. Gould, 20th Sept.—New York 24th May, Oil—Shawin & Co.

SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil—Jardine, Matheson & Co.

THERMOPOLIS, British bark, 948, J. R. Wescott, 15th Sept.—Nagasaki 3rd September, Coal—Master.

VELOCITY, British bark, 405, R. Martin, 14th August—Honolulu 15th June, General—Chinese.

WILLIAM LE LACHEUR, British bark, Reynell, 20th August—Philippines 11th August, Timber—Gibb, Livingston & Co.

PASSENGERS ARRIVED.

Per *Caledonian*, str., from Marseilles for Hongkong—Mr. and Mrs. Hoyer and infant, Mr. and Mrs. Borsig, Mrs. Fuchs, Meissner, Adamson, van Wiltum, Estermann, Sybilleman, and Steinbeck. From Suez—Mr. and Mrs. Brenau. From Coimbra—1 Chinese. From Singapore—Mrs. Shioh, Mr. Marinet, and 2 Chinese. From Saigon—20 Chinese. From Marseilles for Nagasaki. From Hainan, British steamer, for Swatow. From Banlauers, British steamer, for Kobe, &c. *Esmeralda*, British steamer, for Amoy, &c. *Sorachi Maru*, Japanese steamer, for Kobe.

DEPARTURES.

October 4, *Paotong*, British str., for Canton.

October 5, *Presto*, German steamer, for Toulon.

October 5, *Melbourne*, French steamer, for Saigon and Marseilles.

The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.

The Green Island Cement Co.—\$4 per share, sellers.

The Hongkong Electric Light Co., Limited—\$3 per share, sellers.

The Hongkong Steam Laundry Co., Limited—\$5 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.

On LONDON—Bank, T. T. 2/91

Bank Bills, on demand 2/91

Credits, at 4 months' sight 2/91

Documentary Bills, at 4 months' sight 2/91

On PARIS—Bank Bills, on demand 3/45

Credits, at 4 months' sight 3/56

On INDIA:—T. T. 2/58

On Demand 2/26

On SHANGHAI—Bank, T. T. 7/4

Private, 30 days' sight 7/3

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. Ed. H. Barnes, Mr. F. E. Richards, Mr. C. M. Belsaw and Mrs. & Miss Rodgers w. m. and maid.

Mr. H. Rockmann, Mr. E. V. Breen, Mr. Robbins, Mr. J. David, Mr. G. Fenwick, Mr. and Mrs. Forster, Mr. and Mrs. Forster, Capt. Horning, Mrs. Hocken, Mr. J. B. Howard, Mr. P. J. court-Huggett, Mr. J. Kirkwood, Mr. K. K. Clark, Mr. C. Matti, Mr. O. Meyer, Rev. J. M. Morton, B.A., Col. Wilbraham, H. E. A. Parra.

Mrs. Paterson, Surgeon-Colonel H. F. Paterson, Mrs. Paterson, Mr. and Mrs. Harrison, Mr. and Mrs. J. Harvey, Miss Paterson, Mr. Morton Jones, Mr. V. Kolod, Mr. F. Mansfield, Mr. W. A. Newland.

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Mr. W. S.